




Lincoln MPO
Public Works and Utilities Department

MEMORANDUM

Date: March 4, 2004

To: Marvin Krout, Planning Department
Kent Morgan, Planning Department
Steve Henrichsen, Planning Department

From: Mike Brienzo, Transportation Planning 

Subject: *Comprehensive Plan Annual Review*

Copies To: Allan Abbott, Roger Figard, Karl Fredrickson, Randy Hoskins,
Virendra Singh, Dennis Bartels, Scott Cockrill, Roger Ohlrich,
Kelly Sieckmeyer, Don Thomas, Doug Pillard, Lynn Johnson,
Terry Genrich

Attached are the staff reports from Public Works, Engineering Services addressing the transportation issues in the proposed 2004 Comprehensive Plan Amendments. If you have questions or if staff can assist with transportation system evaluations, let me know.

Attachment

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Comprehensive Plan Amendment: CPA #04004

Proposal: Amend Lincoln Area Current and Future Trails Network Map to make minor revisions to the trails plan and update for completed projects as follows:

- Completed Trail Segments: Change from Future to Current
 - Oak Lake Trails, Sun Valley Blvd. to Cornhusker Hwy (blue)
 - Salt Creek Trail, "G" Street to Charleston Street Bridge (blue)
- Add to Trails Map
 - Along NW 56th Street, Holdrege Street to Adams Street (green)
 - Along Holdrege Street, NW 48th Street to NW 56th Street (green)
 - West "A" Street, SW 40th Street to SW 27th Street (green)
 - SW 27th Street, West "A" Street to South Street (green)
 - Pioneers Blvd, Folsom Street to Jamaica North Trail (orange)
 - Van Dorn Street / Pioneers Park Trails connection (change to orange)
- Delete from Trails Map
 - NW 48th Street, Holdrege Street to Adams Street
 - Adams Street, NW 48th Street to NW 56th Street
 - SW 32nd Street connection, Van Dorn Street to SW 27th Street
 - Sun Valley Blvd. Trail, "P" Street to Charleston Street
- Add Grade Separation Designations to Map
 - West "A" Street between Salt Creek and 4th Street (Existing)
 - Salt Creek Levi Trail "existing grade separation" locations for the Trails map need to include the locations at Van Dorn, "A" Street, "O" Street, BNSF, Line Drive, and Cornhusker Highway. (Existing)
 - NW 56th Street and Adams Street (Proposed)
 - Pioneers Blvd. at US-77 (Proposed)

General Information:

The changes proposed for the Trails map are for make minor revisions to the trails plan and to update the map to reflect completed projects. These changes are focused on specific connecting links and do not change the overall direction of the plan.

Recommendation

Approval. Amend the Trails & Bicycle Facilities Plan map, page F95, to change the Trail Map as noted above.

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Comprehensive Plan Amendment: CPA #04005

Proposal: Amend the **Lincoln Area Street & Road Improvements 2025 Map and Text** to add two (2) new studies and update for completed studies and projects as follows:

- **Completed Street Segments: Remove from Map**
 - East "O" Street, 52nd Street to Wedgewood Drive
 - Old Cheney Road, Hwy 2 to 70th Street
 - NW 27th Street Half Interchange
- **Completed Studies: Remove from Map**
 - North 48th Street Study (Urban Development Study nearing Completion)
- **New Transportation Studies: Add to Map**
 - Highway 2 Corridor Study, extending from 9th/10th & Van Dorn Streets to 56th Street & Old Cheney Road area
 - 98th Street and Highway 2 Area Study

General Information:

The changes proposed for the **Lincoln Area Street & Road Improvements 2025 Map and Text** are to add two new studies and update the map to reflect completed studies and projects. The new transportation studies are identified as follows:

Highway 2 Corridor Study is to include the segment of Highway 2 from 9th/10th & Van Dorn Streets to the 56th Street & Old Cheney Road intersection area. This study will be divided into phases or segments to accommodate a detailed evaluation of the transportation system for safety, operational and capacity issues within the study corridor and assess the intersections for operational and design deficiencies. Critical roadway operational and design deficiencies will be identified and improvements recommended. Rail, pedestrian and bicycle issues and facility connections within the corridor will be addressed as part of the study.

98th Street and Highway 2 Area Study is to cover the general area from the Village of Cheney and Yankee Hill Road on the south to Pine Lake Road on the north, and connections between and including 91st to 98th Streets. This study is to evaluate the roadway network layout and connections within this area and assess the internal roadway connections and intersections. Key issues to be addressed are the roadway connections to 98th Street, Yankee Hill Road, and Highway 2, railroad crossing safety, and access to the Village of Cheney and the developing commercial areas. A detailed evaluation will be completed for safety, intersection operations, system functionality and capacity issues along with assessment of intersection

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operations and design issues. Roadway connections and design layouts will be identified and system improvements recommended. Pedestrian and bicycle issues and facility connections within this area and crossing Highway 2 will be addressed as part of the study.

Recommendation

Approval. Amend the Lincoln Area Street & Road Improvements 2025 Map (page F105) and Text (pages F109-F111) as identified above.

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Comprehensive Plan Amendment: CPA #04006

Proposal: Amend the **County Future Road Improvements Map** to add four (4) new road segments for potential paving and update for completed projects as follows:

- Update Road Segments to "Existing Paved County Road"
 - SW 12th Street, Rokeby Road to 1/4 mile south of Saltillo Road (2002)
 - Saltillo Road, SW 12th Street to US-77 (2002)
 - North 70th Street, Arbor Road to Waverly Road (2002)
 - Canongate Road, Waverly Road to US-6 (2002)
 - SW 33rd Street, West Denton Road to West Pleasant Hill Road (2002)
 - West Denton Road, SW 112th Street to the SW 56th Street (2003)
 - Yankee Hill Road, 56th Street to 70th Street (2003)
 - South 54th Street, Roca Road to Saltillo Road (2003)
 - Firth Road Viaduct at 82nd Street
- Add Road Segments as "Potential Paving"
 - Bluff Road, 1/4 mile east of NW 112th to Malcolm Public School
 - Waverly Road, 141st Street to 148th Street and North 148th Street, US-6 to Waverly Road
 - Panama Road, South 54th Street to South 68th Street (1 mile)
(State Recreational Road Project for the Stage Coach Recreation Area)
 - Princeton Road, 1/4 mile west of South 68th Street to Norris High School

General Information:

The changes proposed for the **County Future Road Improvements Map** to add several new road segments as potential paving and update to reflect completed studies and projects. Two (2) of the new road segments are for potential paving, Bluff Road and Princeton Road, are to improve local access to school facilities (Malcolm and Norris Public Schools), one project, Panama Road, is to improve access to the Stage Coach Lake Recreational Area, and the Waverly Road/N.148th Street project is to improve access into and around the city of Waverly and the Waverly industrial area.

Recommendation

Approval. Amend the County Future Road Improvements Map, page F115, and as identified above.

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Comprehensive Plan Amendment: CPA #04009

Proposal: South 134th Street & "A" Street, northwest corner, change approximately 100 acres from Agricultural to Low Density Residential

General Information:

This proposed development is located along gravel surfaced roads and in the Tier III Growth Area east of Stevens Creek. Access to this site is by rural roads and the projected impacts to the rural system have not been addressed. "A" Street is identified in the Transportation Plan as "Potential Paved" with an expected right of way of 120 feet but this is not programmed for improvement. Access to 134th Street provides a connection to US-34 Highway to the north but this road is not identified in the County Plan for improvements.

Staff has a concern as to the impact of intensifying development at this location and the impacts it may have on an unimproved rural roadway. There are also potential environmental impacts with improving "A" Street to the west since this roadway crosses the Stevens Creek floodplain. It is premature to determine the environmental impacts or mitigation costs in improving this rural facility and bridging the floodplain. A "no-net-rise" policy for the improvement of roadways the floodplain may substantially add to the economic costs of roadway improvements.

Conclusions:

1. Development within this area will need to be tied to infrastructure improvements and this will need to be accommodated within the transportation planning and road improvement process.
2. Since the costs for these improvements are not programmed, the improvement costs will need to be born by the proposed development.
3. The 134th Street connection from "A" Street to US-34 Highway is not identified in the "Future County Road Improvement" plan as a "Potential Paved" road with a potential right of way of 120 feet.
4. "Build Through Roadway Standard" have not been adopted and this will need to be addressed before this proposal is approved.

Recommendation

Withhold the proposal until the County Engineer is in agreement with the necessary road improvements and is satisfied that the timing and costs of these improvements are addressed. Other

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issues that need to be addressed are 1) the "Build Through Roadway Standards", 2) an amendment to the "Future County Road Improvement" plan to include 134th Street, "A" Street to US-34 Highway as a "Potential Paved" road with a right of way of 120 feet.

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Comprehensive Plan Amendment: CPA #04011

Proposal: South 84th Street & Nebraska Highway 2, southwest corner, change Low Density Residential to Commercial and Urban Residential

General Information:

This proposed change in the land use designation from residential to commercial is expected to increase the development intensity for this location which will increase traffic planned to access this site. The proximity of this development site to Nebraska Highway 2 and 84th Street may create access issues and it is recommended that access be taken to the south and not directly from 84th Street. Available access onto 84th Street may be limited to a right-in/right-out drive. In general, staff has a concern with continuing to intensify commercial development within this highly developing commercial area without having the specifics on the transportation impacts.

Conclusions:

1. Intensification of commercial development within this highly developed area without having the specifics on the transportation impacts will have adverse effects on traffic operations and is not recommended.
2. Build out of the 2025 land use plan shows Highway 2 at capacity and increasing the land use intensity beyond what is in the plan will place more traffic on Highway 2 and additional improvements will be needed to accommodate this traffic.
3. Primary site access will need to be taken to the south and not directly onto 84th Street.
4. If allowed, commercial access from 84th Street will be limited to a right-in/right-out drive with an appropriate turn lane. No direct residential access will be allowed to 84th Street

Recommendation

Withhold the proposal to change the land use designation for this site from residential to commercial until all the transportation issues and concerns can be satisfied and staff can be assured that off-site impacts can be sufficiently addressed. If additional traffic is generated by this site it will place more traffic on Highway 2 and additional improvements will be needed to accommodate this traffic.

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Comprehensive Plan Amendment: CPA #04012

Proposal: North 84th Street & Adams Street, northeast corner, change 276 acres from Light Industrial to Urban Residential

General Information:

The change in land uses to Urban Residential is acceptable for the planned transportation system. This development site is somewhat boxed in with the Murdock Trail on the north and a floodplain on the east. Access will need to be accommodated from 84th Street and Adams Street at approximately the 1/4 mile points with a residential collector street system. North 84th provides for primary traffic flows north and south, and Adams Street will become a primary connection to the Lincoln East Beltway system. Therefore, care will need to be exercised in this development to provide an appropriate "collector street access" that can accommodate internal traffic circulation. Other features that may need to be considered are buffers between the residential development and the major streets to provide a zone of comfort for neighborhoods from the potential impacts from high volume streets.

Conclusions:

1. Direct access will not be provided off either North 84th Street or Adams Street since these both are major roadways within the transportation network and access will need to be focused on an internal road network.
2. A residential collector system is desired for internal traffic circulation and local street access and will need to be spaced appropriately from major intersections.
3. The future right of way needs for this development are for Adams Street, 120 feet; and for North 84th Street, 160 feet.
4. A buffer between residential developments and major streets may be desired to provide a zone of comfort for neighborhoods from the potential negative impacts from high volume streets.

Recommendation

Approval.

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Comprehensive Plan Amendment: CPA #04013

Proposal: NW 12th Street and US-34 Highway, north side;

- A) change approximately 160 acres between NW12th and NW 20th Streets from Alvo Road to US-34 Highway from Priority B to Priority A, and
- B) change approximately 160 acres between NW27th and NW 20th Streets from Alvo Road to US-34 Highway from Light Industrial and Commercial to Urban Residential.
(This land is currently designated as Priority A)

General Information:

- A) The 160 acres to the east, between NW12th and NW 20th Streets, from Alvo Road to US-34 Highway, currently has very poor transportation access to accommodate urban development. The use of a temporary access to US-34 as the sole access to this area is inadequate and a second paved access to the area is needed. Since direct access will not be allowed to Alvo Road or NW 12th Street when constructed, an internal "collector street" system will need to be developed to accommodate internal traffic circulation to the area. Moving this area ahead in the urban development priority plan may create programming difficulties since none of the local or arterial roads in this area are programmed.
- B) The identification of the 160 acres to the west, between NW27th and NW 20th Streets from Alvo Road to US-34 Highway, as residential does not offer major transportation difficulties but will need an internal "collector street" system to accommodate internal traffic circulation to this area. This system may offer alternative access for the 160 acres to the east.

Conclusions:

1. Staff has concerns with moving the development areas ahead in the phasing program from "Priority B to Priority A" because of the timing of the capital improvements for this area is beyond the 10 year time frame. This creates a conflict between expectations and what road improvements can be delivered.
2. The change in the land uses for the 160 acres between NW27th and NW 20th Streets from Light Industrial and Commercial to Urban Residential is not expected to adversely impact the transportation plan.
3. Both development sites have transportation temporary and long term access issues need to be addressed.
4. An internal "collector street" system will need to be developed to accommodate internal traffic circulation for these areas.

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Recommendation

Withhold the proposal to change the priority and land use designation for these sites until the transportation access issues can be sufficiently addressed. Maintain the current land use phasing program in order to match the timing of roadway improvements.

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Comprehensive Plan Amendment: CPA #04014

Proposal: NW 70th Street & West Superior Street, change designation from Priority B to Priority A for generally the entire square from NW 56th to NW 70th from West Adams to West Superior Street.

General Information:

This proposed development is bordered by West Adams Street to the south, a gravel surfaced road, NW 70th Street to the west, an unimproved dirt road, and West Superior Street to the north, an unimproved dirt road. Primary access to this site is by an unimproved rural road system. Urban arterial road improvements are identified in the Transportation Plan but none are programmed. The change in designation of this area from Priority B to Priority A is premature for the programming of road improvements. Staff has a concern with the impacts resulting from intensifying development at this location before the transportation network can be developed.

As this area develops, an internal access will be needed for a "collector street" system that can accommodate internal traffic circulation. Future right of way needs will include 120 feet along the arterial system that includes West Adams Street, NW 70th Street, and West Superior Street.

Conclusions:

1. Development within this area will need to be coordinated with the infrastructure improvements so the it can be accommodated within the current planning and road improvement process.
2. An internal "collector street" system will need to be developed to accommodate internal traffic circulation in this area.
3. The future right of way needs for this development are 120 feet for West Adams Street, NW 70th Street, and West Superior Street.
4. The urban roadway improvements are identified in the Transportation Plan but are not programmed in the first half of the 25 year plan.

Recommendation

Withhold the proposal to change the priority designation for this site until the urban transportation infrastructure improvements can be accommodated in the Capital Improvement Program.

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Comprehensive Plan Amendment: CPA #04015

Proposal: South 70th Street & Yankee Hill Road, southeast corner, change designation from Priority B to Priority A on approximately 160 acres

General Information:

This proposed development is bordered by South 70th Street on the west and Yankee Hill Road to the north. South 70th Street is a rural hard surface road, but Yankee Hill Road to the east of 70th street is a gravel surfaced road. Urban road improvements are identified in the Transportation Plan but none are programmed. The County is programming rural roadway improvements for Yankee Hill Road within the 5 year "Lancaster County - Road and Bridge Construction Program" but rural facilities are not expected to hold up under the demands of urban traffic volumes. The change in designation of this area from Priority B to Priority A is premature for the programming of urban road improvements.

As this area develops, an internal access will be needed for a "collector street" system that can accommodate internal traffic circulation. Future right of way needs will include 120 feet along the arterial system that will include South 70th Street and Yankee Hill Road.

Conclusions:

1. Development within this area will need to be tied to urban infrastructure improvements so the it can be accommodated within the road improvement programming process.
2. An internal "collector street" system will need to be developed to accommodate internal traffic circulation in this area.
3. The future right of way needs considered for this development are 120 feet along South 70th Street and Yankee Hill Road.
4. The urban roadway improvements are identified in the Transportation Plan but none are programmed.

Recommendation

Withhold the proposal to change the priority designation for this site until the transportation infrastructure improvements issues can be accommodated in the Capital Improvement Program process. Staff does not recommend the intensification of development at this location before the transportation network can be developed.